

**City of Burlingame**  
*Environmental Scoping for Environmental Review  
of a Proposed Residential Condominium*

**Item No. 9a  
Design Review Study**

**Address:** 556 El Camino Real

**Meeting Date:** February 24, 2014

**Request:** Application for Environmental Scoping for Environmental Review, Condominium Permit, Design Review, and Conditional Use Permit for building height for a new five-story, 21-unit residential condominium with below-grade parking.

**Applicant:** Roman Knop

**APN:** 029-111-260

**Property Owner:** Roman Knop

**Lot Area:** 15,107 SF

**Designer:** Vadim Melik-Karamov

**General Plan:** High Density Residential

**Zoning:** R-3

Burlingame Downtown Specific Plan (R-3 Base District)

**Adjacent Development:** Multi-family and single-family dwellings

**Current Use:** 14-unit residential apartment building

**Proposed Use:** 21-unit residential condominium building.

**Allowable Use:** Multiple-family, duplex, and single-family dwellings.

**Project Summary:** The applicant is proposing a new, five-story, 21-unit residential condominium building with below-grade parking at 556 El Camino Real, zoned R-3. The project site currently contains a 14-unit apartment building, which would be demolished to build the proposed 21-unit residential condominium building. The existing buildings were not identified on the Draft Inventory of Historic Resources of the Burlingame Downtown Specific Plan. The site is bordered by three-story multifamily buildings to each side and to the rear. Across El Camino Real are single family homes within the Town of Hillsborough.

The proposed building would contain 21 residential units in five floors and a below-grade parking garage. The garage would utilize an automated mechanical parking system. Units would range from 1 to 3 bedrooms, and from 630 to 1,955 square feet in size. The average unit size proposed is 1,244 SF (1,250 SF average maximum unit size permitted).

**Study Meeting:** On February 24, 2014 the Planning Commission held an environmental scoping meeting and design review study meeting for the proposed project. The commission had a range of comments at that meeting and referred the application to a design review consultant. Please refer to the attached minutes for the complete overview.

Subsequent to the February 24, 2014 meeting the applicant retained a new designer to revise the project design. Jerry Winges was selected as the design review consultant, and met together with the applicant, designer and staff on several occasions to refine the project design.

Changes to the design from the previous submittal include:

- Revised architectural treatment with a contemporary design approach
- Reduction of units from 25 units to 21 units
- Top-floor setbacks on all sides of the building
- Circular front entry drive

The applicant submitted revised plans on several occasions through 2014 and 2015, which were re-routed to city departments for comments. During this time the applicant has worked with each department to address the comments. The most recent submittal of plans and renderings are date stamped January 19, 2016.

**556 El Camino Real****Lot Area: 15,107 SF****Plans date stamped: January 19, 2016**

	<b>PROPOSED</b>	<b>ALLOWED/REQUIRED</b>
<b>Front (Basement):</b>	20'-0"	20'-0"
<b>(1<sup>st</sup> flr):</b>	22'-0" (edge of trash lift)	21'-0" (block average)
<b>(2<sup>nd</sup> flr):</b>	23'-2"	21'-0" (block average)
<b>(3<sup>rd</sup> flr):</b>	23'-2"	21'-0" (block average)
<b>(4<sup>th</sup> flr):</b>	23'-2"	21'-0" (block average)
<b>(5<sup>th</sup> flr):</b>	33'-4"	21'-0" (block average)
<b>Right Side (Basement):</b>	11'-1"	0'-0"
<b>(1<sup>st</sup> flr):</b>	11'-1"	7'-0"
<b>(2<sup>nd</sup> flr):</b>	10'-8"	8'-0"
<b>(3<sup>rd</sup> flr):</b>	10'-8"	9'-0"
<b>(4<sup>th</sup> flr):</b>	10'-8"	10'-0"
<b>(5<sup>th</sup> flr):</b>	16'-2"	11'-0"
<b>Left Side (Basement)</b>	11'-2"	0'-0"
<b>(1<sup>st</sup> flr):</b>	11'-2"	7'-0"
<b>(2<sup>nd</sup> flr):</b>	10'-2"	8'-0"
<b>(3<sup>rd</sup> flr):</b>	10'-2"	9'-0"
<b>(4<sup>th</sup> flr):</b>	10'-2"	10'-0"
<b>(5<sup>th</sup> flr):</b>	16'-0"	11'-0"
<b>Rear (Basement):</b>	15'-0"	0'-0"
<b>(1<sup>st</sup> flr):</b>	18'-0" (corner of stair tower)	15'-0"
<b>(2<sup>nd</sup> flr):</b>	18'-0" (corner of stair tower)	15'-0"
<b>(3<sup>rd</sup> flr):</b>	18'-0" (corner of stair tower)	20'-0"
<b>(4<sup>th</sup> flr):</b>	18'-0" (corner of stair tower)	20'-0"
<b>(5<sup>th</sup> flr):</b>	18'-0" (corner of stair tower) <sup>1</sup>	20'-0"
<b>Lot Coverage:</b>	7030 SF 47%	7553.5 SF 50%
<b>Building Height:</b>	55'-0" to highest point <sup>2</sup>	35'-0" 55'-0" (with a CUP)
<b>Off-Street Parking:</b>	41 spaces for residents and service vehicle, provided with automated mechanical parking system  <b>41 total spaces</b>  100% covered	4 1-BR x 1 = 4 spaces 7 2-BR units x 1.5 = 11 spaces 10 3-BR units x 2 = 20 spaces  1 service vehicle space required No guest parking required  <b>36 total spaces</b>  80% must be covered

	PROPOSED	ALLOWED/REQUIRED
<b>Front Setback Landscaping:</b>	50% (1180 SF)	50% (1165.5 SF)
<b>Private Open Space:</b>	75 SF – 843 SF/unit	75 SF per unit
<b>Common Open Space: SF Landscaped:</b>	3068 SF 2001 SF (80% of required)	2500 SF 1250 SF (50% of required)

<sup>1</sup> Stair tower required to be adjusted on 5<sup>th</sup> Floor to meet rear setback requirements, subject to Alternate Means of Protection application to the Fire Division.

<sup>2</sup> Conditional Use Permit requested for building height exceeding 35'-0" (55'-0" proposed where 35'-0" is the maximum allowed in the R-3 Zoning District).

**Design Review:** The proposed project is subject to Chapter 5 of the Downtown Specific Plan (Design & Character). Section 5.3 (pages 5-17 through 5-21) provides design guidelines specifically for residential areas within the Downtown Specific Plan area. Section 5.4 (pages 5-22 through 5-27) provides more general design guidelines that apply to all areas of the downtown, including residential areas. The relevant pages of the plan have been included as an attachment.

Materials proposed for the exterior of the building include stucco, fiber cement lap siding, aluminum and glass railings, and aluminum windows. The overall height of the building is proposed at 51'-0" above average top of curb level to the fifth story roof level and 55'-0" to the top of the elevator tower. 35'-0" is the maximum building height under the base zoning and 55'-0" is the maximum height with a Conditional Use Permit.

The proposed project would require a Conditional Use Permit for building height exceeding 35 feet. Conditional Use Permits are discretionary, subject to Planning Commission review and approval. In order to grant a Conditional Use Permit for building height the Planning Commission must find that the following conditions exist on the property (Code Section 25.52.020):

- a) the proposed use, at the proposed location, will not be detrimental or injurious to property or improvements in the vicinity, and will not be detrimental to the public health, safety, general welfare, or convenience;
- b) the proposed use will be located and conducted in a manner in accord with the Burlingame general plan and the purposes of this title;
- c) the Planning Commission may impose such reasonable conditions or restrictions as it deems necessary to secure the purposes of this title and to assure operation of the use in a manner compatible with the aesthetics, mass, bulk and character of existing and potential uses on adjoining properties in the general vicinity.
- d) removal of any trees located within the footprint of any new structure or addition is necessary and is consistent with the city's reforestation requirements, and the mitigation for the removal that is proposed.

In order to provide a context for design review, Planning Commissioners may find it useful to visit or refer to other larger multifamily projects that have recently been completed or approved in Burlingame. Exhibit 1 provides an overview of recent larger multifamily projects in Burlingame, and Exhibit 2 provides a comprehensive list of approved multifamily projects from 1994 to present (both attached).

**Off-Street Parking:** The code requires 35 parking spaces for the residents of the units (1 space for each 1-bedroom unit, 1.5 spaces for each two-bedroom unit, 2 spaces for each 3-bedroom unit) and an area or space for on-site deliveries, for a total of 36 parking spaces. There is no guest parking required on-site for properties located within the Downtown Specific Plan. The below-grade garage is specified to include a total of 41 parking spaces. All of the required parking spaces would be provided by way of an automated mechanical parking system accessed through a garage door on the front of the building.

The applicant is proposing to use a Parkmatic Multi-Parking system. The system has been designed to automatically move the vehicles by lift which then transfers it to a waiting cart on one of the multi-levels. The carts then travel horizontally and place the vehicle in its appropriate slot. It can move more than two vehicles at the same time for maximum efficiency. A technical sheet is attached, and the applicant has provided a link to a video demonstrating how the system operates (<http://www.parkmatic.com/#!/automated/multi-parking>).

The Municipal Code does not include specifications for automated parking systems, so the City currently does not have a standard mechanism for review and approval. However, as a policy the Downtown Specific Plan encourages “creative approaches” to providing on-site parking including parking lifts. Parking lifts have been approved in two residential projects in Downtown Burlingame (1225 Floribunda Avenue and 1433 Floribunda Avenue) but a fully-mechanized system has not been proposed in a project previously.

In the February 24, 2014 Planning Commission meeting, commissioners and members of the public expressed concern with aspects of the automated parking system, notably the potential for cuing of vehicles waiting to enter the garage. The applicant subsequently commissioned a trip generation estimate and an evaluation of the parking design (attached). The parking evaluation included site design recommendations which have been included in the revised project.

The underground garage would extend approximately 23 feet below grade. The applicant has submitted a geotechnical investigation to identify general site characteristics. The geotechnical investigation as well as the parking and trip generation evaluations will be further peer reviewed as part of the environmental review of the project.

**Common and Private Open Space:** There is a total of 3,068 SF (146 SF/unit) of common open space in the rear yard area proposed for the condominium project where 2,500 SF (100 SF/unit) is required. Of the required common open space, a minimum of 50% must be in soft landscaping. There is 75 SF to 843 SF in private open space per unit (75 SF/unit is the minimum required) provided in balconies and patios.

**Landscaping:** Proposed landscaping throughout the site is shown on the Landscape Plan (sheet L-2). The applicant is proposing 50% (1,180 SF) landscaping in the front yard where 50% (1,165.5 SF) is the minimum required.

Currently, there are six existing trees on the property ranging from 8 to 10-inches in diameter which would be removed. Additionally, an existing 13-inch diameter tree within the El Camino Real right-of-way is proposed to be removed to accommodate a driveway curb cut. None of the trees proposed meet the definition of a protected-size tree in the Burlingame Urban Reforestation and Tree Protection Ordinance.

In accordance with the City's requirements, each lot developed with a multifamily residential use is required to provide a minimum of one 24-inch box-size minimum non-fruit trees for every 2,000 SF of lot coverage. Based on the proposed project (lot coverage 7,030 SF), a total of four landscape trees are required on site. The proposed landscape plan for the project complies with the on-site reforestation requirements. There will be a total of six new trees on site, including one Crepe-myrtle (*Lagerstromia indica*), two Forest pansies (*Cercis Canadensis*), and three Cherry plumbs (*Prunus cerasifera*). One new Elm street trees (*Ulmus accolade*) will be planted on El Camino Real as part of the project. All will be required to be 24-inch box-size or larger.

**Inclusionary Zoning:** At the time of application the project was subject to Inclusionary Zoning regulations which required that affordable units be included with any residential projects with four or more units. However in January 2015 the Inclusionary Ordinance was replaced with an optional Density Bonus Ordinance (Code Section 25.63). Under the Density Bonus Ordinance a project is not required to provide affordable units unless it is requesting certain development incentives or concessions outlined in the regulations. The proposed project is not requesting development incentives or concessions associated with the Density Bonus Ordinance, therefore is not obligated to provide affordable units.

The request for a Conditional Use Permit for building height is a separate request, distinct from the incentives offered provided in the Density Bonus Ordinance. The request for a Conditional Use Permit is a discretionary permit subject to Planning Commission review and approval based on findings in Code Section 25.52.020).

**Environmental Review:** Environmental review is required for this project because the project exceeds four residential units (21 units proposed). The February 24, 2014 Planning Commission meeting also served as the environmental scoping meeting for the application. The issues identified by the Commission will be incorporated into the Initial Study for the project. A pre-qualified environmental planning firm will be contracted to prepare the environmental document for this project.

**Staff Comments:** See attached comments from the Chief Building Official, City Engineer, Fire Marshal, City Arborist and Stormwater Coordinator.

**Planning Commission Action:** The Planning Commission should review the revised project under the Design Review Criteria in Code Section 25.52.020, and with reference to Chapter 5 of the Downtown Specific Plan. The environmental review has not formally commenced for this application, so at the conclusion of the study meeting commissioners should indicate if the development program has been sufficiently developed to provide the basis for environmental review, or if further refinements are warranted.

Kevin Gardiner  
Planning Manager

Attachments:

February 24, 2014 Planning Commission meeting minutes  
Application to the Planning Commission  
Parkmatic Multi-Parking System technical sheets  
Traffic Forecast Memorandum – May 5, 2015  
Parking Evaluation – May 1, 2015  
Downtown Specific Plan Applicable Design Guidelines  
Staff Comments  
Notice of Public Hearing – Mailed January 15, 2015  
Aerial Photo